

Chilean benefits based on combined (totalized) work credits from both countries.

Individuals who wish to obtain copies of the agreement or want more information about its provisions may write to the Social Security Administration, Office of International Programs, Post Office Box 17741, Baltimore, MD 21235-7741 or visit the Social Security Web site at www.ssa.gov/international.

Dated: November 19, 2001.

JoAnne B. Barnhart,

Commissioner of Social Security.

[FR Doc. 01-29562 Filed 11-27-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2001-11040]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for extension of the currently approved information collection. The **Federal Register** Notice with a 60-day comment period soliciting comments was published on August 10, 2001.

DATES: Comments must be submitted before December 28, 2001. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT:

Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366-6680.

SUPPLEMENTARY INFORMATION:

Title: 49 U.S.C. Sections 5309 and 5307 Capital Assistance Programs (OMB Number: 2132-0543).

Abstract: 49 U.S.C. Sections 5309 Capital Program and Section 5307 Urbanized Area Formula Program authorize the Secretary of Transportation to make grants to State and local governments and public transportation authorities for financing mass transportation projects. Grant recipients are required to make information available to the public and to publish a program of projects for

affected citizens to comment on the proposed program and performance of the grant recipients at public hearings. Notices of hearings must include a brief description of the proposed project and be published in a newspaper circulated in the affected area. FTA also uses the information to determine eligibility for funding and to monitor the grantees' progress in implementing and completing project activities. The information submitted ensures FTA's compliance with applicable federal laws and OMB Circular A-102.

Estimated Annual Burden on Respondents: 54 hours for each of the 3,675 respondents.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention: FTA Desk Officer.

Comments Are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility, and clarity of the information to be collected; and ways to minimize the collection burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued: November 21, 2001.

Dorrie Y. Aldrich,

Associate Administrator for Administration.

[FR Doc. 01-29516 Filed 11-27-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 01-10257; Notice 2]

Aprilia, S.p.A.; American Honda Motor Co., Inc.; Grant of Applications for Temporary Exemption and Request for Extension of Temporary Exemption From Federal Motor Vehicle Safety Standard No. 123

This notice grants the applications by Aprilia S.p.A. of Noale, Italy, and by American Honda Motor Co. of Torrance, California ("Honda"), for a temporary exemption of two years, from a requirement of S5.2.1 (Table 1) of Federal Motor Vehicle Safety Standard

No. 123 *Motorcycle Controls and Displays*. This notice also grants Aprilia's request for an extension of NHTSA Temporary Exemption No. EX99-9 from the same requirement. Both Aprilia and Honda assert that "compliance with the standard would prevent the manufacturer from selling a motor vehicle with an overall level of safety at least equal to the overall safety level of nonexempt vehicles," 49 U.S.C. Sec. 30113(b)(3)(iv).

Notice of receipt of Aprilia's application for a temporary exemption of its Habana 150 model was published in the **Federal Register** on August 1, 2001, and an opportunity afforded for comment (66 FR 39825). Because the safety issues raised by the Honda petition and Aprilia extension request are identical to those raised by Aprilia's Habana 150 petition, and given the recent opportunity for public comment, we have concluded that a further opportunity to comment on the same issues is not likely to result in any substantive submissions, and that we may proceed to decisions on the Honda petition and Aprilia extension request. See our similar decision on Aprilia's previous request for an extension of NHTSA Temporary Exemption No. EX99-9 (65 FR 1225). See also our decisions on applications by Dan Hill & Associates and Red River Manufacturing, Inc., for temporary exemptions from Standard No. 224 (66 FR 20028).

The Reason Why Aprilia and Honda Need a Temporary Exemption

The problem is one that is common to the two Aprilia motorcycles and the one Honda motorcycle covered by the applications. If a motorcycle is produced with rear wheel brakes, S5.2.1 of Standard No. 123 requires that the brakes be operable through the right foot control, although the left handlebar is permissible for motor driven cycles (Item 11, Table 1). Aprilia petitioned to use the left handlebar as the control for the rear brakes of its Habana 150 motorcycle, whose 150 cc engine produces more than the 5 hp maximum that separates motor driven cycles from motorcycles. According to Aprilia, the Habana frame has not been designed to mount a right foot operated brake pedal (i.e., a scooter-type vehicle provides a platform for the feet and operates only through hand controls). Applying considerable stress to this sensitive pressure point of the frame could cause failure due to fatigue unless proper design and testing procedures are performed. The Habana 150 is described as a retro-style cruiser scooter, as contrasted with the Aprilia Leonardo